FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2007-06

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2007-01

2006-26-03		Alpha Aviation Design Limited	R2160
2006-26-07		Turbomeca	Engine: Arrius 2B1, 2B1A, and 2B2 turboshaft
2006-26-08		Raytheon Aircraft Company	390

Biweekly 2007-02

2007-01-03		Stemme GMBH & Co. KG	Gliders: S10-VT
2007-01-04		Turbomeca	Engine: Artouste III B and III B1 turboshaft
2007-01-05		Sikorsky Aircraft Corporation	Rotorcraft: S-61L, N, R, and NM
2007-01-06	S 2004-24-08	Bell Helicopter Textron Canada	Rotorcraft: 206A, B, L, L-1, L-3, and L-4

Biweekly 2007-03

2007-02-04		SOCATA-Groupe Aerospatiale	TB 20 and TB 21
2007-02-08		EADS SOCATA	TBM 700
2007-02-11	S 2002-21-11	EXTRA Flugzeugproduktions-und Vertriebs-GmbH	EA-300, EA-300L, EA-300S, EA-300/200
2007-02-12		Reims Aviation	F406
2007-02-13		DORNIER LUFTFAHRT	228-212
2007-02-17		Turbomeca	Engine: Arriel -1A, -1A1, -1A2, -1B, -1B2, -1C, -1C1, -1C2, -1D, -1D, -1D1, -1K1, -1E, -1E2, -1S, and -1S1 series
2007-03-06		Pilatus Aircraft Limited	PC-12 and PC-12/45
2007-03-08		Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2007-03-14		Turbomeca	Engine: Arriel 2B1

Biweekly 2007-04

2003-17-05R1	R 2003-17-05	Short Brothers	SC-7 series 2 and SC-7 series 3
2004-23-02	COR	Raytheon	65, 90, 99, 100, 200, 1900, 70, and 300
2005-17-17 R1	R 2005-17-17	Turbomeca S.A.	Engine: Arrius 2F turboshaft
2007-03-16		EADS Socata	TBM 700
2007-03-17		EADS Socata	TBM 700
2007-03-20		Turbomeca S.A	Engine: Makila 1A and 1A1 turboshaft
2007-04-01		Pacific Aerospace	750XL
2007-04-02		CTRM Aviation Sdn.	Eagle 150B
2007-04-08		EADS	TBM 700
2007-04-12		Gippsland Aeronautics Pty.	GA8
2007-04-13		EADS	TBM 700
2007-04-51	E	General Electric Aircraft Engines	Engine: CF34-3A1/-3B/-3B1
2007-05-51	E	MD Helicopters Inc.	MD600N

Biweekly 2007-05

2007-04-19		Superior Air Parts, Inc.	Appliance: Cast cylinder assemblies
2007-04-25		Alpha Aviation Design	R2160

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2007-06

2007-04-01	COR	Pacific Aerospace Corporation Ltd	750XL
2007-05-03		Alpha Aviation Design Limited	R2160
2007-05-04		Mooney Airplane Company, Inc	M20M and M20R
2007-05-05		SOCATA–Groupe AEROSPATIALE	M.S. 760, M.S. 760 A, and M.S. 760 B
2007-05-09		REIMS AVIATION S.A	F406
2007-05-10		Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H, T206H
2007-05-15	S 2005-20-04	Teledyne Continental Motors	Engine: GTSIO-520 series reciprocating
2007-05-18		EADS SOCATA	TBM 700
2007-05-19		Glasflugel	Sailplane: H 301 “Libelle,” H 301B “Libelle,” Standard “Libelle,” and Standard Libelle-201B
2007-05-20		Microturbo	Appliance: Auxiliary Power Units (APU)
2007-06-01		Raytheon Aircraft Company	Beech 45 (YT-34), A45 (T34A, B-45), D45 (T-34B)
2007-06-04		EADS SOCATA	TBM 700
2007-06-06		B-N Group Ltd	BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R Series
2007-06-07		Raytheon Aircraft Company	58 and G58
2007-06-08		PZL-Bielsko	Glider: SZD-50-3 "Puchacz"
2007-06-11		EADS SOCATA	TBM 700
2007-06-14		EADS SOCATA	TBM 700

CORRECTION: [*Federal Register: March 8, 2007 (Volume 72, Number 45)]; Page 10349; www.access.gpo.gov/su_docs/aces/aces140.html]*

2007-04-01 Pacific Aerospace Corporation Ltd: Amendment 39-14932; Docket No. FAA-2006-26285; Directorate Identifier 2006-CE-69-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 21, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model 750XL airplanes, serial numbers 102, 104 through 120, 122, and 125, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states the finding of the possible installation of undersize rivets in the fuselage roof at STN 180.85, BL 19.67, WL 86.2.

Actions and Compliance

(e) Unless already done, within the next 150 hours time-in-service after the effective date of this AD, inspect the rivets in the fuselage roof at STN 180.85, BL 19.67, WL 86.2, and replace undersize rivets, following PAC Pacific Aerospace Corporation Mandatory Service Bulletin PACSB/XL/019, Date Issued: April 21, 2006.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:
No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et. seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to MCAI New Zealand Civil Aviation Authority AD DCA/750XL/8, Drafted: May 9, 2006; Effective Date: August 31, 2006; and PAC Pacific Aerospace Corporation Mandatory Service Bulletin PACSB/XL/019, Date Issued: April 21, 2006, for related information.

Material Incorporated by Reference

(h) You must use PAC Pacific Aerospace Corporation Mandatory Service Bulletin PACSB/XL/019, Date Issued: April 21, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Pacific Aerospace Corporation Ltd., Hamilton Airport, Private Bag HN 3027, Hamilton, New Zealand; telephone: 011 64 7 843 6144; fax: 011 64 7 843 6134.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on February 5, 2007.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-2318 Filed 2-13-07; 8:45 am]

2007-05-03 Alpha Aviation Design Limited (Type Certificate No. A48EU previously held by APEX Aircraft and AVIONS PIERRE ROBIN): Amendment 39-14964; Docket No. FAA-2006-26493; Directorate Identifier 2006-CE-78-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 9, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model R2160 airplanes, serial numbers 1 through 378, that:
(1) Are certificated in any category; and
(2) Do not have Robin Aviation Modification No. 14 Fuel Shut-off Control Protector installed.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states:

An occurrence of inadvertent manipulation of the fuel shut-off control has been reported.

Actions and Compliance

(e) Do the following actions, unless already done: Within the next 200 hours time-in-service after April 9, 2007 (the effective date of this AD), install a protector on the fuel shut-off control according to the instructions of Robin Aviation Imperative Service Bulletin No. 180, dated March 20, 2001.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, Small Airplane Directorate, ATTN: Karl Schletzbaum, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to MCAI Civil Aviation Authority AD DCA/R2000/32, Effective Date: June 29, 2006, for related information.

Material Incorporated by Reference

(h) You must use Robin Aviation Imperative Service Bulletin No. 180, dated March 20, 2001, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Alpha Aviation Design Limited, Ingham Road, Hamilton Airport, R.D.2. Hamilton 2020, New Zealand.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on February 22, 2007.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-3475 Filed 3-2-07; 8:45 am]

2007-05-04 Mooney Airplane Company, Inc., (Mooney) Models M20M and M20R Airplanes: Amendment 39-14965; Docket No. FAA-2006-26071; Directorate Identifier 2006-CE-51-AD.

Effective Date

(a) This AD becomes effective on April 9, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Mooney Airplane Company, Inc., (Mooney) Model M20M airplanes, serial numbers 27-0317 through 27-0355 and Model M20R airplanes, serial numbers 29-0290 through 29-0448, that are certificated in any category.

Unsafe Condition

(d) This AD is the result of failure of the engine mount attaching hardware to maintain torque as a result of firewall insulation and upholstery being compressed between the fuselage tubular frame and the firewall at the upper left and upper right engine mount attach points. The actions specified in this AD are intended to prevent the upper right and upper left engine mounting hardware from losing torque. This failure could lead to a reduction in engine mount load carrying capability and could result in engine mount failure.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Locate and retorque the upper left and upper right engine mount attaching hardware.	Within the next 25 hours time-in-service (TIS) after April 9, 2007 (the effective date of this AD).	Follow Mooney Airplane Company, Inc. Service Bulletin M20-292A, dated December 22, 2006.

Actions	Compliance	Procedures
(2) Replace the old engine mount attaching hardware by doing the following: (i) Remove and discard the upper left and upper right engine mount attaching hardware; (ii) Cut out and remove the upholstery and insulation material to allow full metal-to-metal contact of the fuselage tubular frame to the firewall; and (iii) Install the new upper left and upper right engine mount attaching hardware part kits.	Within the next 100 hours TIS after April 9, 2007 (the effective date of this AD).	Follow Mooney Airplane Company, Inc. Service Bulletin M20-292A, dated December 22, 2006.
(3) If you do the actions of paragraph (e)(2) of this AD before the compliance time specified for the action in paragraph (e)(1) of this AD, it terminates the requirement for the action in paragraph (e)(1) of this AD.	As of April 9, 2007 (the effective date of this AD).	Follow Mooney Airplane Company, Inc. Service Bulletin M20-292A, dated December 22, 2006.

(f) Compliance will be acceptable if the above actions are accomplished by following the procedures described in Mooney Airplane Company, Inc. Service Bulletin M20-292, dated September 22, 2006. You may take “unless already done” credit, and no further action per this AD is necessary.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Fort Worth Airplane Certification Office, FAA, ATTN: Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; fax: (210) 308-3370, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) None.

Material Incorporated by Reference

(i) You must use Mooney Airplane Company, Inc. Service Bulletin M20-292A, dated December 22, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact the Mooney Airplane Company, Inc., 165 Al Mooney Road North, Kerrville, TX 78028, telephone: 830-896-6000, or go to: http://www.mooney.com/images/pdfs/sb-pdf/m20-292a.pdf.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on February 21, 2007.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-3575 Filed 3-2-07; 8:45 am]

2007-05-05 SOCATA–Groupe AEROSPATIALE: Amendment 39-14966; Docket No. FAA-2006-26489; Directorate Identifier 2006-CE-74-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 9, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Models M.S. 760, M.S. 760 A, and M.S. 760 B airplanes, all serial numbers, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states:

Following Safety Alert No. SA-006, issued by the National Transportation Safety Board (NTSB) on aircraft icing, it was impossible to demonstrate that the aircraft can safely takeoff when contaminated by frost, ice, snow, or slush and fly into icing conditions.

Actions and Compliance

(e) Do the following, unless already done:

(1) Prior to the next flight after April 9, 2007 (the effective date of this AD), insert a copy of this AD into the Limitations Section of the Airplane Flight Manual (AFM) to incorporate the following.

(i) Takeoff with frost, ice, snow, or slush on the wing, control surfaces, horizontal tail, or air intakes, and flight into icing conditions are prohibited.

(ii) Prior to each flight in which ground icing conditions exist as described in EADS SOCATA MS760 Aircraft Mandatory Service Bulletin SB 76-053, dated October 2006, perform a visual/tactile check. No visible trace of frost is acceptable, particularly on stabilizers and wing upper surfaces and leading edges as well as on air intakes.

(2) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the actions of this AD. Make an entry into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

(1) The limitation in the MCAI that prohibits takeoff with frost, ice, snow, or slush on the wing, control surfaces, horizontal tail, and air intakes, * * * is changed in this AD to * * * wing, control surfaces, horizontal tail, or air intakes, * * * This meets the other airworthiness authority's intent and the FAA's intent of assuring that takeoff is prohibited if ice, snow, or slush is present on one of those surfaces instead of all the surfaces.

(2) We added information in paragraph (e) that allows the owner/operator to insert a copy of this AD into the Limitation Section of the AFM. Without this information, a licensed mechanic would be required to do the AFM insertion.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, Small Airplane Directorate, ATTN: Albert J. Mercado, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the
procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to MCAI European Aviation Safety Agency Emergency Airworthiness Directive AD No. 2006-0348-E, dated November 20, 2006, for related information.

Material Incorporated by Reference

(h) You must use EADS SOCATA MS760 Aircraft Mandatory Service Bulletin SB 76-053, dated October 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact EADS SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France; telephone: 33 (0)5 62.41.73.00; fax: 33 (0)5 62.41.76.54.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on February 22, 2007.
Kim Smith,
Manager, Small Airplane Directorate,
Aircraft Certification Service. [FR Doc. E7-3574 Filed 3-2-07; 8:45 am]

2007-05-09 REIMS AVIATION S.A.: Amendment 39-14970; Docket No. FAA-2006-26693; Directorate Identifier 2006-CE-90-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 11, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model F406 airplanes, all serial numbers, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states:

This AD is issued following a nose landing gear collapse during takeoff roll. Several expertises proved that the locking device of the Nose Landing Gear (NLG) actuator rod was on several F406 airplanes not conforming with the installation approved by the manufacturer.

There were two different landing gear actuator designs installed on the Model F406 airplanes (Teijin Seiki and Cessna). The actuators used different locking devices to retain the spherical rod-end to the actuator rod. Use of the incorrect locking device could allow the spherical rod-end to disconnect from the actuator rod, and consequently the landing gear could collapse.

Actions and Compliance

(e) Unless already done, do the following actions:

(1) Within 3 months or 100 hours time-in-service (TIS) after April 11, 2007 (the effective date of this AD), whichever occurs first:

(i) For airplanes with Teijin Seiki Nose Landing Gear (NLG) P/N 9910139-9: inspect the NLG for conformity with the key lock system installation description in Figure 1 of the REIMS AVIATION INDUSTRIES Service Bulletin No. F406-56, dated April 12, 2005;

(ii) For airplanes with Cessna NLG P/N 9910139-9: inspect the NLG for conformity with the key lock system installation description in Figure 2 of the REIMS AVIATION INDUSTRIES Service Bulletin No. F406-56, dated April 12, 2005;

(iii) For airplanes with Teijin Seiki Main Landing Gear (MLG) P/N 9910136-8: inspect the MLG for conformity with the key lock system installation description in Figure 3 of the REIMS AVIATION INDUSTRIES Service Bulletin No. F406-56, dated April 12, 2005; and

(iv) For airplanes with Cessna MLG P/N 9910136-8: inspect the MLG for conformity with the key lock system installation description in Figure 4 of the REIMS AVIATION INDUSTRIES Service Bulletin No. F406-56, dated April 12, 2005.

(2) Before further flight after any inspection from (e)(1) of this AD where the key lock system does not conform to the appropriate installation description, install a key lock system that conforms to the appropriate installation description.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et. seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to MCAI Direction générale de l'aviation civile AD No. F-2005-065, dated April 27, 2005, for related information.

Material Incorporated by Reference

(h) You must use REIMS AVIATION INDUSTRIES Service Bulletin No. F406-56, dated April 12, 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact REIMS AVIATION INDUSTRIES, Aérodrome de Reims Prunay, 51360 Prunay, France, A l'attention du Support Client; telephone: 03.26.48.46.53; fax: 03.26.49.18.57.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on February 23, 2007.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-3835 Filed 3-6-07; 8:45 am]

2007-05-10 Cessna Aircraft Company: Amendment 39-14971; Docket No. FAA-2006-25261; Directorate Identifier 2006-CE-38-AD.

Effective Date

(a) This AD becomes effective on April 11, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Numbers
172R	17280001 through 17281262
172S	172S8001 through 172S9994
182S	18280001 through 18280944
182T	18280945 through 18281701
T182T	T18208001 through T18208453
206H	20608001 through 20608250
T206H	T20608001 through T20608570

Unsafe Condition

(d) This AD results from reports of the crew seat back cylinder lock assembly failing at the aft end area and other cylinder lock assemblies found cracked. The actions specified in this AD are intended to prevent the crew seat cylinder lock assembly from bending, cracking, or failing. This failure could cause uncontrolled movement of the seat back, resulting in possible backward collapse during flight. Backward collapse of either crew seat back could result in an abrupt pitch-up if the affected crew member continues to hold on to the control yoke during this failure and could cause difficulty in exiting the airplane from an aft passenger seat after landing.

Compliance

(e) To address this problem, you must do the following, unless already done:

(1) Airplanes that do not have Modification Kit MK172-25-10A or Modification Kit MK172-25-10B installed:

Actions	Compliance	Procedures
For each crew seat (pilot and copilot), install Modification Kit MK172-25-10C or fabricate and install a steel lock rod/bar.	For airplanes that have over 1,000 hours time-in-service (TIS) on the effective date of this AD: do the action within the next 4 months after April 11, 2007 (the effective date of this AD). For airplanes that have from 501 to 1,000 hours TIS on the effective date of this AD: do the action within the next 8 months after April 11, 2007 (the effective date of this AD). For airplanes that have from 0 to 500 hours TIS on the effective date of this AD: do the action within the next 12 months after April 11, 2007 (the effective date of this AD).	Follow Cessna Single Engine Service Bulletin SB04-25-01, Revision 4, dated December 26, 2006, for installing Modification Kit MK172-25-10C. Follow Cessna Single Engine Service Bulletin SB04-25-02, Revision 1, dated October 17, 2005, or Revision 2, dated June 5, 2006, for fabricating and installing a steel lock rod/bar.

(2) **Airplanes that have Modification Kit MK172-25-10A or Modification Kit MK172-25-10B installed:**

Action	Compliance	Procedures
(i) For each crew seat (pilot and copilot), do an installation inspection.	Within the next 30 days after April 11, 2007 (the effective date of this AD).	Follow Cessna Single Engine Service Bulletin SB04-25-01, Revision 4, dated December 26, 2006.
(ii) If you do not find any discrepancies during the inspection required in paragraph (e)(2)(i) of this AD, make a log book entry showing compliance with this AD and no further action is required.	Before further flight after the inspection required in paragraph (e)(2)(i) of this AD.	Follow Cessna Single Engine Service Bulletin SB04-25-01, Revision 4, dated December 26, 2006.

(iii) If you find discrepancies during the inspection required in paragraph (e)(2)(i) of this AD, make all necessary corrective actions.	Before further flight after the inspection required in paragraph (e)(2)(i) of this AD.	Follow Cessna Single Engine Service Bulletin SB04-25-01, Revision 4, dated December 26, 2006.

Note: Although not required for the airplanes affected by this AD, you may replace the steel lock rod/bar with Modification Kit MK172-25-10C.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office, FAA, ATTN: Gary Park, Aerospace Engineer, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4123; facsimile: (316) 946-4107, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(g) You must use Cessna Single Engine Service Bulletin SB04-25-01, Revision 4, dated December 26, 2006; and Cessna Single Engine Service Bulletin SB04-25-02, Revision 1, dated October 17, 2005, or Revision 2, dated June 5, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-5800; fax: (316) 942-9006.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on February 26, 2007.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-3834 Filed 3-6-07; 8:45 am]

2007-05-15 Teledyne Continental Motors: Amendment 39-14976. Docket No. FAA-2005-20850; Directorate Identifier 2005-NE-05-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 16, 2007.

Affected ADs

(b) This AD supersedes AD 2005-20-04, Amendment 39-14297.

Applicability

(c) This AD applies to Teledyne Continental Motors (TCM) GTSIO-520 series reciprocating engines. These engines are installed on, but not limited to, Twin Commander (formerly Aero Commander) model 685, Cessna model 404, 411 series, and 421 series, British Aerospace, Aircraft Group, Scottish Division model B.206 series 2 and Aeronautica Macchi model AM-3 airplanes.

Unsafe Condition

(d) This AD results from an error discovered in AD 2005-20-04. We are issuing this AD to prevent failure of the starter adapter assembly and or crankshaft gear, resulting in failure of the engine and possible forced landing.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Starter Adapter Shaft Gear Needle Bearing Replacement

(f) If, during an inspection required by paragraph (g), (h), (i), or (j) of this AD, you find needle bearing, part number (P/N) 537721, installed in the crankcase, replace it with a serviceable bushing, P/N 654472 or equivalent FAA approved bearing, before reassembling components. Use the bushing installation procedure specified in Part 4 of TCM Mandatory Service Bulletin (MSB) No. MSB94-4G, dated October 31, 2005.

Unscheduled Inspections for Rough-Running Engines

(g) For any engine that experiences rough running conditions regardless of time-in-service (TIS), do the following:

(1) Before further flight, perform the inspection procedures specified in Part 1 and Part 3 of TCM MSB No. MSB94-4G, dated October 31, 2005, and replace components as necessary.

(2) An engine is considered rough-running if there is a sudden increase in the perceived vibration levels that cannot be cleared by adjustment of the engine controls; particularly the fuel mixture setting. Information on rough running engines can be found in the aircraft manufacturer's Airplane Flight Manual, Pilot's Operating Handbook, or Aircraft Owners Manual.

100-Hour and Annual Inspections

(h) For any engine that has been inspected using paragraph (h) of AD 2005-20-04 and the 100-hour inspection procedures or 100 hour TIS intervals or annual inspection procedures, continue the inspections as follows:

(1) Perform the inspection procedures specified in Part 2 of TCM MSB No. MSB94-4G, dated October 31, 2005 and replace components as necessary at each 100 hour TIS interval (plus or minus 10 hours TIS) or annual inspection, whichever occurs first.

(2) Thereafter, at each 100 hour TIS interval (plus or minus 10 hours TIS) perform repetitive inspections and component replacements as specified in paragraph (h)(1) of this AD.

(3) If the inspection is performed at more than 100 hour intervals, subtract the additional hours from the next scheduled 100 hour inspection.

(i) For any engine that has not been inspected using paragraph (h) of AD 2005-20-04, within 25 hours TIS or at the annual inspection, whichever occurs first, do the following:

(1) Perform the inspection procedures specified in Part 2 of TCM MSB No. MSB94-4G, dated October 31, 2005 and replace components as necessary.

(2) Thereafter, at each 100-hour TIS interval (plus or minus 10 hours TIS) perform repetitive inspections and component replacements as specified in paragraph (i)(1) of this AD.

(3) If the inspection is performed at more than 100 hour intervals, subtract the additional hours from the next scheduled 100 hour inspection.

Starter Adapters With 400 Hours or More Time-In-Service (TIS) or Unknown TIS

(j) For any starter adapter with 400 hours or more TIS or unknown TIS on the effective date of this AD, do the following:

(1) Within 25 hours TIS, perform the inspection procedures specified in Part 3 of TCM MSB No. MSB94-4G, dated October 31, 2005, and replace components as necessary.

(2) Thereafter, at 400-hour TIS intervals, (plus or minus 10 hours TIS), perform repetitive inspections and component replacements specified in Part 3 of TCM MSB No. MSB94-4G, dated October 31, 2005, and replace components as necessary.

Starter Adapters With Fewer Than 400 Hours TIS

(k) For any starter adapter with fewer than 400 hours TIS on the effective date of this AD, do the following:

(1) Upon accumulation of 400 hours TIS, (plus or minus 10 hours TIS), perform the inspection procedures specified in Part 3 of TCM MSB No. MSB94-4G, dated October 31, 2005, and replace components as necessary.

(2) Thereafter, at 400-hour TIS intervals, (plus or minus 10 hours TIS), perform repetitive inspections and component replacements, as specified in Part 3 of TCM MSB No. MSB94-4G, dated October 31, 2005, and replace components as necessary.

Installation of TCM Service Kit, EQ6642 or EQ6642R

(l) At the next engine overhaul or starter adapter replacement after the effective date of this AD, whichever occurs first, do the following:

(1) Install TCM service kit, P/N EQ6642 (new) or EQ6642R (rebuilt). Use the service kit installation procedures specified in Part 5 of TCM MSB No. MSB94-4G, dated October 31, 2005.

(2) Continue performing the inspections and component replacements specified in paragraphs (g), (h), (i), (j) and (k) of this AD.

Prohibition of Special Flight Permits for Rough-Running Engines

(m) Special flight permits are prohibited for rough-running engines described in paragraph (g)(2) of this AD.

Alternative Methods of Compliance (AMOCs)

(n) The Manager, Atlanta Aircraft Certification Office, FAA, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(o) None.

Material Incorporated by Reference

(p) You must use TCM MSB No. MSB94-4G, dated October 31, 2005, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Teledyne Continental Motors, Inc., PO Box 90, Mobile, AL 36601; telephone (251) 438-3411 for a copy of this service information. For the Teledyne Continental Motors Web site: Go to http://www.TCMLINK.com. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Burlington, Massachusetts, on February 26, 2007.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-3832 Filed 3-9-07; 8:45 am]

BILLING CODE 4910-13-P

2007-05-18 EADS SOCATA: Amendment 39-14979; Docket No. FAA-2006-26233; Directorate Identifier 2006-CE-63-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 12, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model TBM 700 airplanes, serial numbers 261 through 268 and 270 through 323, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states the finding of an improper geometry of some pulley brackets, which can offset the cable in the sheave. If not corrected, this could reduce the ability to control the roll of the aircraft.

Actions and Compliance

(e) Unless already done, within the next 50 hours time-in-service after April 12, 2007 (the effective date of this AD), accomplish a detailed inspection of the aileron control cable pulleys and brackets, and apply corrective actions as necessary, following EADS SOCATA Mandatory Service Bulletin SB 70-134, dated July 2005.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI and service bulletin require the action at 10 hours TIS. We consider 10 hours TIS as an urgent safety of flight compliance time, and we do not consider this unsafe condition to be an urgent safety of flight condition. Because we do not consider this unsafe condition to be an urgent safety of flight condition, we issued this action through the normal notice of proposed rulemaking (NPRM) AD process. The time of 50 hours TIS is an adequate compliance for this AD action and met the FAA requirements of an NPRM followed by a final rule.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Albert J. Mercado, Aerospace Safety Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et. seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to Direction générale de l'aviation civile (DGAC) Airworthiness Directive No. F-2005-133, dated August 3, 2005, for related information.

Material Incorporated by Reference

(h) You must use EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-134, dated July 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact EADS SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France; telephone: 33 (0)5 62 41 73 00; fax: 33 (0)5 62 41 76 54; or SOCATA AIRCRAFT, INC., North Perry Airport, 7501 South Airport Rd., Pembroke Pines, FL 33023; telephone: (954) 893-1400; fax: (954) 964-4141.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on March 1, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-3990 Filed 3-7-07; 8:45 am]

2007-05-19 Glasflugel: Amendment 39-14980; Docket No. FAA-2006-24709; Directorate Identifier 2006-CE-28-AD.

Effective Date

(a) This AD becomes effective on April 12, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD affects Models H 301 "Libelle," H 301B "Libelle," Standard "Libelle," and Standard Libelle-201B sailplanes, all serial numbers, that are certificated in any category.

Unsafe Condition

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. We are issuing this AD to detect and correct damage to the rudder actuator arm, which could result in failure of the rudder actuator arm. This failure could result in reduced or loss of rudder control.

Compliance

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Replace the rudder actuator arm (manufactured according to drawing No. 301-45-10) with an improved design actuator arm (manufactured following drawing No. 301-45-13).	Within the next 30 days after April 12, 2007 (the effective date of this AD), unless already done.	Follow Glasfaser-Flugzeug-Service GmbH Hansjörg Streifeneder Technical Note No. 201-35 and No. 301-39, dated March 1, 2005.
(2) Do not install any rudder actuator arm (manufactured according to drawing No. 301-45-10).	As of April 12, 2007 (the effective date of this AD).	Not Applicable.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Office, Small Airplane Directorate, FAA, ATTN: Gregory Davison, Glider Project Officer, ACE-112, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) German AD Number D-2005-118, dated April 4, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(h) You must use Glasfaser-Flugzeug-Service GmbH Hansjörg Streifeneder Technical Note No. 201-35 and No. 301-39, dated March 1, 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Glasflugel, Glasfaser-Flugzeug-Service GmbH, Hansjory Steifeneder, Hofener Weg, 72582 Grabenstetten, Federal Republic of Germany; telephone: 011 49 7382 1032.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on March 1, 2007.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-3989 Filed 3-7-07; 8:45 am]

2007-05-20 Microturbo: Amendment 39-14981. Docket No. FAA-2006-24846; Directorate Identifier 2006-NE-21-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 16, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Microturbo Saphir 20 Models 095 Auxiliary Power Units (APU) installed on, but not limited to, Eurocopter AS 332C, AS 332L, AS 332L1, and AS 332L2 helicopters.

Reason

(d) Direction Generale De l'Aviation Civile Airworthiness Directive F-2005-146, dated August 17, 2005, states:

It has been reported that with the existing configuration, a certain failure could cause overspeed of the gas generator rotor resulting in uncontained burst of the turbine liberating high-energy fragments. The occurrence that the high-energy fragments would be uncontained is considered a potentially dangerous situation which requires imperative corrective action. The purpose of the modification, which has been made mandatory, is to limit gas generator speed during an acceleration towards overspeed by installation of a modified Electronic Control Unit (ECU) and Drain Valve. In addition, the modification also renders the exhaust gas temperature (EGT) control function compliant with the certificated specifications. In operation, if EGT exceeds the certificated limit value, turbine blade shedding could occur.

Actions and Compliance

(e) Unless already done, do the following actions except as stated in paragraph (f) below.

(1) Within 60 days after the effective date of this AD, replace the existing ECU and drain valve.

(2) Follow paragraph 2. of Accomplishment Instructions of Microturbo Alert Service Bulletin (ASB) No. 095-49A11, Edition 2, dated October 7, 2005, to do these actions.

FAA AD Differences

(f) This AD differs from the mandatory continuing airworthiness information (MCAI) and/ or service information as follows:

(1) The MCAI issued by an airworthiness authority of another country refers to Microturbo ASB No. 095-49A11, dated July 27, 2005.

(2) This AD refers to Edition 2 of that ASB, dated October 7, 2005, which contains revised torque values.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Boston Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: None.

Related Information

(h) France AD No. F-2005-146, dated August 17, 2005, also pertains to the subject of this AD.

(i) Contact Tracy Murphy, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7172; fax (781) 238-7170, for more information about this AD.

Material Incorporated by Reference

(j) You must use Microturbo Alert Service Bulletin No. 095-49A11, Edition 2, dated October 7, 2005 to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Microturbo SA; Technical Publications Department; 8 Chemin du pont de Rupe, BP 62089; 31019 Toulouse Cedex 2, France; telephone 33 0 5 61 37 55 00; fax 33 0 5 61 70 74 45.

(3) You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Burlington, Massachusetts, on March 2, 2007.

Robert J. Ganley,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E7-4140 Filed 3-9-07; 8:45 am]

2007-06-01 Raytheon Aircraft Company: Amendment 39-14982; Docket No. FAA-2006-25105; Directorate Identifier 2006-CE-33-AD.

Effective Date

(a) This AD becomes effective on April 16, 2007.

Affected ADs

(b) This AD supersedes AD 62-24-01, Amendment 39-508.

Applicability

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Numbers
Beech 45 (YT-34)	All
Beech A45 (T34A, B-45)	All
Beech D45 (T-34B)	All

Unsafe Condition

(d) This AD results from our determination that the surface eddy current inspection method should be used in place of the dye penetrant inspection method currently required in AD 62-24-01. We are issuing this AD to prevent failure of the front and/or rear horizontal stabilizer spars caused by fatigue cracks. This failure could result in stabilizer separation and loss of control of the airplane.

Compliance

(e) Using the surface eddy current inspection procedures outlined in the appendix of this AD, inspect the front and rear horizontal stabilizer spars between the butt rib and the inboard end for cracks, unless already done, as follows:

(1) If the last inspection of the front and rear horizontal stabilizer spars was done using the surface eddy current method (or FAA-approved equivalent method) to show compliance with AD 62-24-01 and/or to show compliance with the alternative method of compliance (AMOC) to AD 2004-25-51: Repetitively inspect thereafter at intervals not to exceed 500 hours time-in-service (TIS).

(2) If the last inspection of the front and rear horizontal stabilizer spars required by AD 62-24-01 was done using the dye penetrant method: Inspect initially as presented in the table below and repetitively thereafter at intervals not to exceed 500 hours TIS:

If	Then
(i) Less than 200 hours TIS have passed since the last inspection required by AD 62-24-01:	Inspect at whichever of the following occurs later: (A) Upon accumulating 200 hours TIS since the last inspection required by AD 62-24-01; or (B) Within the next 6 months after April 16, 2007 (the effective date of this AD).
(ii) If 200 hours TIS or more have passed since the last inspection required by AD 62-24-01:	Inspect at whichever of the following occurs first, unless paragraph (e)(2)(iii) of this AD applies, as specified below: (A) At the next repetitive inspection required by AD 62-24-01; or (B) Within the next 6 months after April 16, 2007 (the effective date of this AD).
(iii) If paragraph (e)(2)(ii) results in the initial surface eddy current inspection becoming mandatory within 30 days after the effective date of this AD:	Inspect within the next 30 days after April 16, 2007 (the effective date of this AD).

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office, FAA, ATTN: T.N. Baktha, Aerospace Engineer, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4155; fax: (316) 946-4107, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(g) AMOCs approved for AD 62-24-01 are approved for this AD.

Appendix to AD 2007-06-01

Surface Eddy Current Inspection Procedure

Note: This surface eddy current inspection procedure is based on T-34 Spar Corporation TSC 3506, Rev C, dated May 10, 2005. The T-34 Spar Corporation is allowing the use of this procedure to be included in this Airworthiness Directive. Alternative methods of compliance procedures will be allowed, if approved by the Wichita Aircraft Certification Office and requested using the procedures found in 14 CFR 39.19.

PURPOSE:

This procedure is to be used to detect cracks in the inner and outer spars of the front and rear spar assemblies of Raytheon Aircraft Company Beech Models 45 (YT-34), A45 (T-34A, B-45), and D45 (T-34B) airplane stabilizers outside of the steel bushings in the attach holes.

AREA TO BE INSPECTED:

To access the area of inspection, remove the stabilizer from the airplane. The areas to be inspected include the forward and aft surfaces of the inner and outer front and rear spars of the horizontal stabilizers in the areas surrounding each of the attach holes.

PREPARING THE AREA FOR INSPECTION:

Thoroughly clean area to be inspected with solvent (acetone or equivalent) as required until no signs of dirt, grime, or oil remain on the front and rear spars from the closeout former inboard on the forward and aft surfaces of the spars.

Surfaces to be inspected should be smooth and corrosion-free. Any loss of thickness due to corrosion below material thickness tolerance is cause for rejection of the structure. An ultrasonic tester may be used to determine if material thickness has been compromised.

EQUIPMENT REQUIREMENTS:

Nortec Stavely 2000D Eddy Current Tester or equivalent.

Probe: 50-500KHz, shielded, absolute, 0.071” diameter
(0.090 max. diameter), right angle, pencil style, surface probe, 5” long, ½″ drop or equivalent
Use 0.025” notch (beyond head) for calibration

PERSONAL REQUIREMENTS:

Technicians with Eddy Current, Level II or Level III per one of the following specifications: ATA specification 105, SNT-TC-1A, or NAS-410
(MIL-std 410E).

METHODS:

Typical Set-up Parameters:

Frequency -350 KHz, Gain Vertical -75 dB, Horizontal -69 dB,
Drive-Mid, Filters- Lo Pass-30, Hi Pass-0, Lift off-Horizontal to the left, adjust as required. The most reliable indication (minimum of 1½ to 2 graticules) of the smallest observable flaw in the coupon (see the attached Figures) occurs from the notch extending 0.025" past the edge of the nominal fastener head (total notch length of 0.100" from the edge of the nominal hole). Install appropriate aluminum guide pin into bushing such that the edge of the guide pin is flush with the edge of the bushing. Using the pin (see the attached Figures) as a guide, circle the area surrounding the steel bushing with the probe and adjacent area (approximately ¼") to inspect for cracks. Inspect forward and aft surfaces surrounding bushings of each spar.

Note: T-34 Spar Corporation, 2800 Airport Road, Hanger A, Ada, Oklahoma, 74820 is a source for these coupons and pin.

ACCEPT/REJECT CRITERIA:

Any repeatable flaw indication is cause for rejection in accordance with the procedure. In the event that any crack is detected, describe the flaw in detail providing sketch as needed and send the information to the Wichita ACO.

DOCUMENTATION REQUIREMENTS:

Record inspection findings in the aircraft logbook.

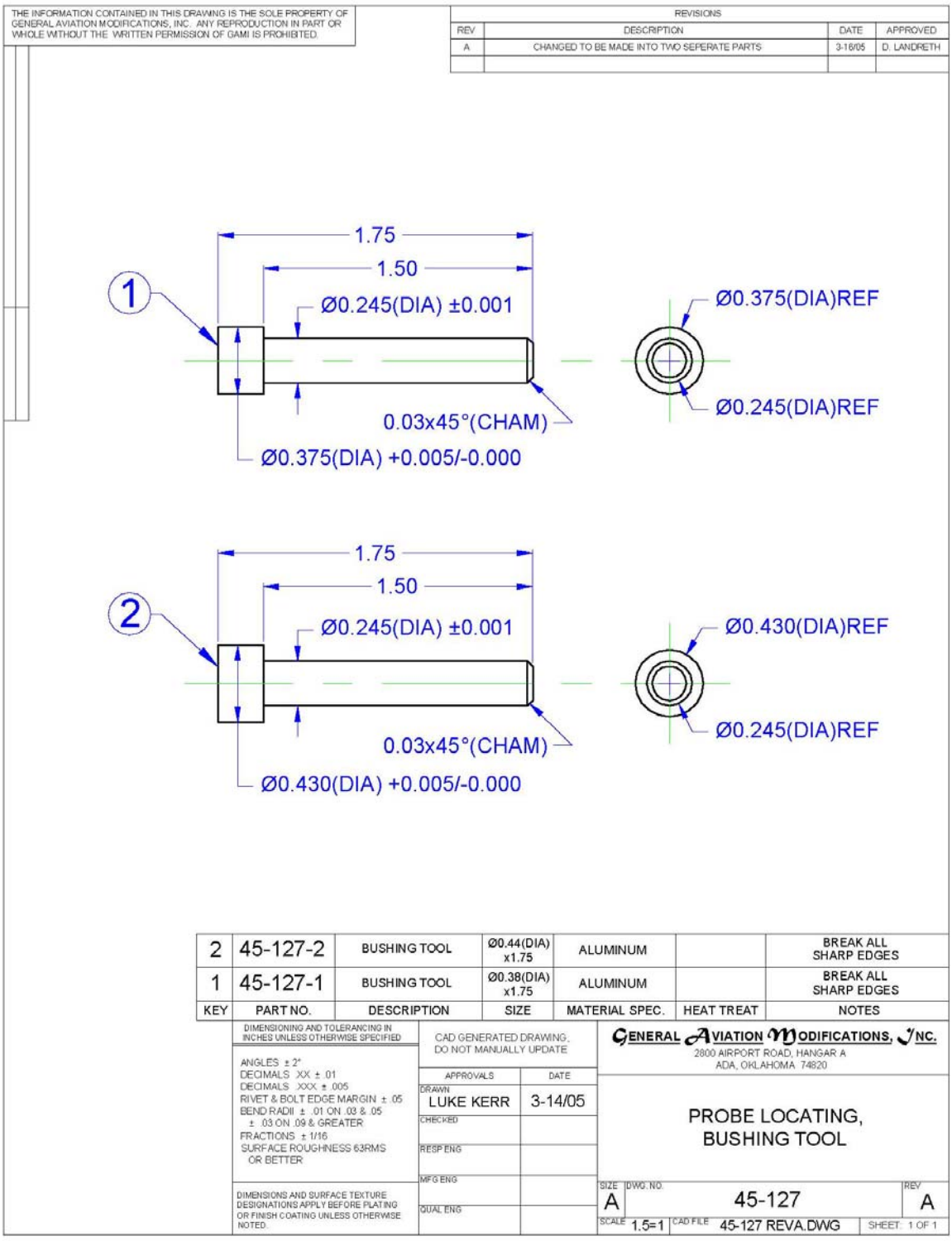
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF GENERAL AVIATION MODIFICATIONS, INC. ANY REPRODUCTION IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF GAMI IS PROHIBITED.
REVISIONS
REV | DESCRIPTION | DATE | APPROVED
A | CHANGED TO BE MADE INTO TWO SEPERATE PARTS | 3-16/05 | D. LANDRETH
1.75
1.50
Ø0.245(DIA) ±0.001
Ø0.375(DIA)REF
Ø0.245(DIA)REF
0.03x45°(CHAM)
Ø0.375(DIA) +0.005/-0.000
1.75
1.50
Ø0.245(DIA) ±0.001
Ø0.430(DIA)REF
Ø0.245(DIA)REF
0.03x45°(CHAM)
Ø0.430(DIA) +0.005/-0.000
2 | 45-127-2 | BUSHING TOOL | Ø0.44(DIA) x1.75 | ALUMINUM | | BREAK ALL SHARP EDGES
1 | 45-127-1 | BUSHING TOOL | Ø0.38(DIA) x1.75 | ALUMINUM | | BREAK ALL SHARP EDGES
KEY | PART NO. | DESCRIPTION | SIZE | MATERIAL SPEC. | HEAT TREAT | NOTES
DIMENSIONING AND TOLERANCING IN INCHES UNLESS OTHERWISE SPECIFIED
ANGLES ± 2°
DECIMALS .XX ± .01
DECIMALS .XXX ± .005
RIVET & BOLT EDGE MARGIN ± .05
BEND RADII ± .01 ON .03 & .05
± .03 ON .09 & GREATER
FRACTIONS ± 1/16
SURFACE ROUGHNESS 63RMS OR BETTER
DIMENSIONS AND SURFACE TEXTURE DESIGNATIONS APPLY BEFORE PLATING OR FINISH COATING UNLESS OTHERWISE NOTED.
CAD GENERATED DRAWING. DO NOT MANUALLY UPDATE
APPROVALS | DATE
DRAWN LUKE KERR | 3-14/05
CHECKED
RESP ENG
MFG ENG
QUAL ENG
GENERAL AVIATION MODIFICATIONS, INC.
2800 AIRPORT ROAD, HANGAR A
ADA, OKLAHOMA 74820
PROBE LOCATING, BUSHING TOOL
SIZE A | DWG. NO. 45-127 | REV A
SCALE 1.5=1 | CAD FILE 45-127 REVA.DWG | SHEET 1 OF 1

Figure 1

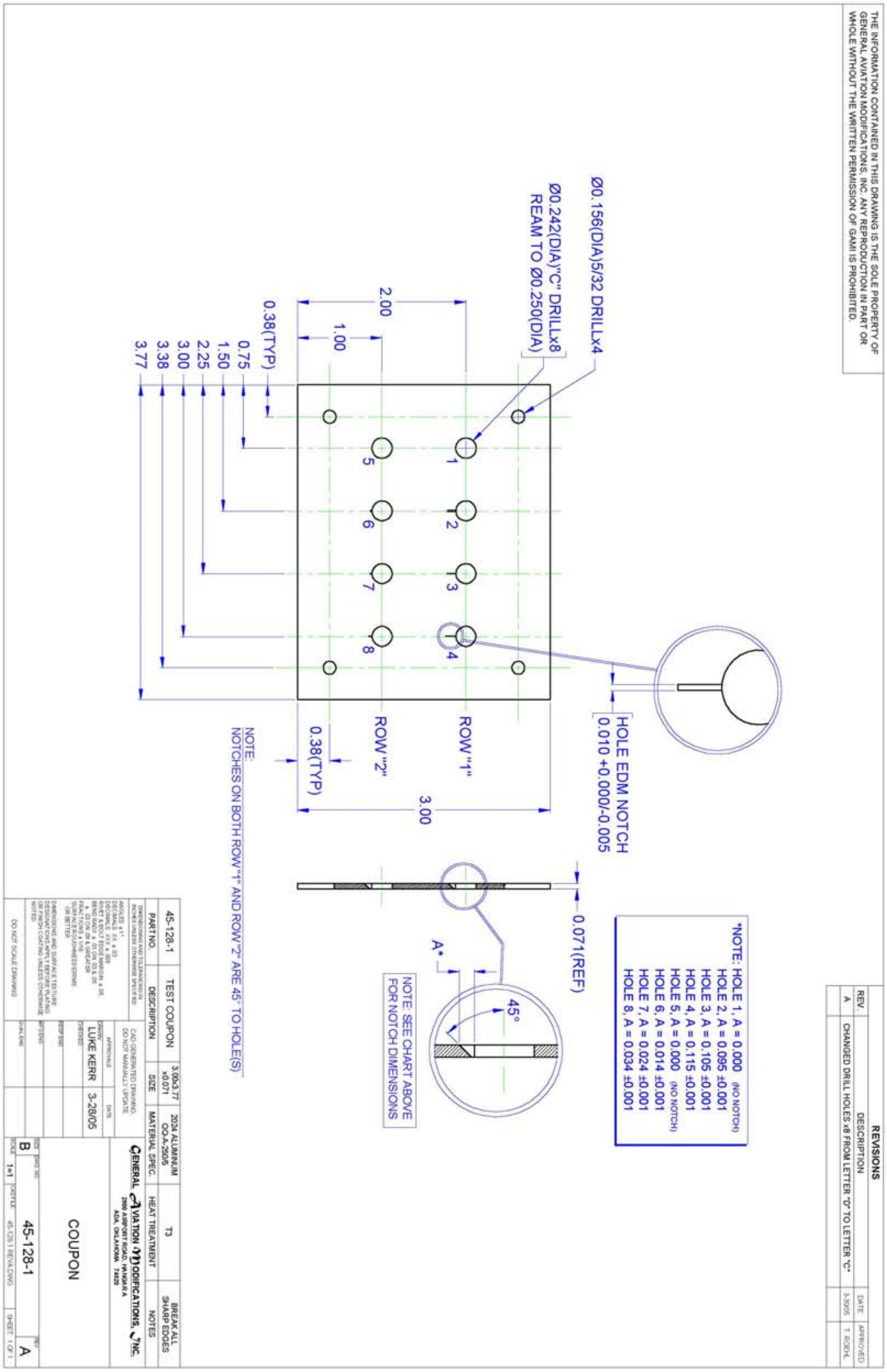
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF GENERAL AVIATION MODIFICATIONS, INC. ANY REPRODUCTION IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF GAMI IS PROHIBITED.
Ø0.156(DIA)5/32 DRILLx4
Ø0.242(DIA)"C" DRILLx8
REAM TO Ø0.250(DIA)
2.00
1.00
0.38(TYP)
0.75
1.50
2.25
3.00
3.38
3.77
HOLE EDM NOTCH
0.010 +0.000/-0.005
ROW"1"
ROW"2"
0.38(TYP)
3.00
NOTE:
NOTCHES ON BOTH ROW"1" AND ROW"2" ARE 45° TO HOLE(S)
0.071(REF)
A*
45°
NOTE: SEE CHART ABOVE
FOR NOTCH DIMENSIONS
*NOTE: HOLE 1, A = 0.000 (NO NOTCH)
HOLE 2, A = 0.095 ±0.001
HOLE 3, A = 0.105 ±0.001
HOLE 4, A = 0.115 ±0.001
HOLE 5, A = 0.000 (NO NOTCH)
HOLE 6, A = 0.014 ±0.001
HOLE 7, A = 0.024 ±0.001
HOLE 8, A = 0.034 ±0.001
REVISIONS
REV.
DESCRIPTION
DATE
APPROVED
A
CHANGED DRILL HOLES x8 FROM LETTER "D" TO LETTER "C"
45-128-1
TEST COUPON
PART NO.
DESCRIPTION
SIZE
MATERIAL SPEC.
2024 ALUMINUM
HEAT TREATMENT
T3
BREAK ALL
SHARP EDGES
NOTES
LUKE KERR
3-28/05
COUPON
45-128-1
B
A

Figure 2

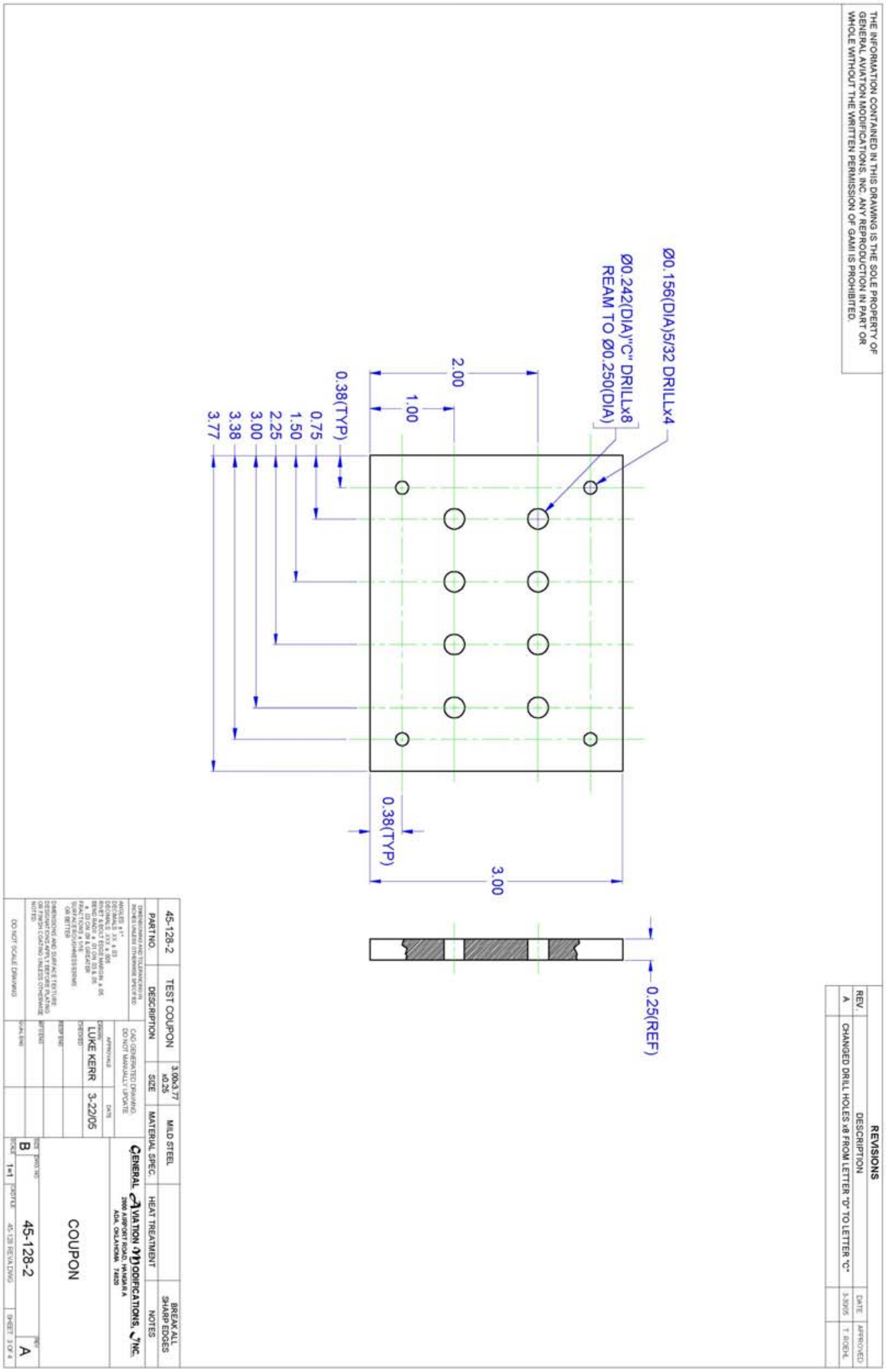
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF GENERAL AVIATION MODIFICATIONS, INC. ANY REPRODUCTION IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF GAMI IS PROHIBITED.
Ø0.156(DIA)5/32 DRILLx4
Ø0.242(DIA)"C" DRILLx8
REAM TO Ø0.250(DIA)
2.00
1.00
0.38(TYP)
0.75
1.50
2.25
3.00
3.38
3.77
0.38(TYP)
3.00
0.25(REF)
REVISIONS
REV.
DESCRIPTION
DATE
APPROVED
A
CHANGED DRILL HOLES x8 FROM LETTER "D" TO LETTER "C"
45-128-2
TEST COUPON
MILD STEEL
PART NO.
DESCRIPTION
SIZE
MATERIAL SPEC.
HEAT TREATMENT
NOTES
BREAK ALL SHARP EDGES
LUKE KERR
3-22/05
GENERAL AVIATION MODIFICATIONS, INC.
COUPON
B
45-128-2
A
1=1
DO NOT SCALE DRAWING

Figure 3

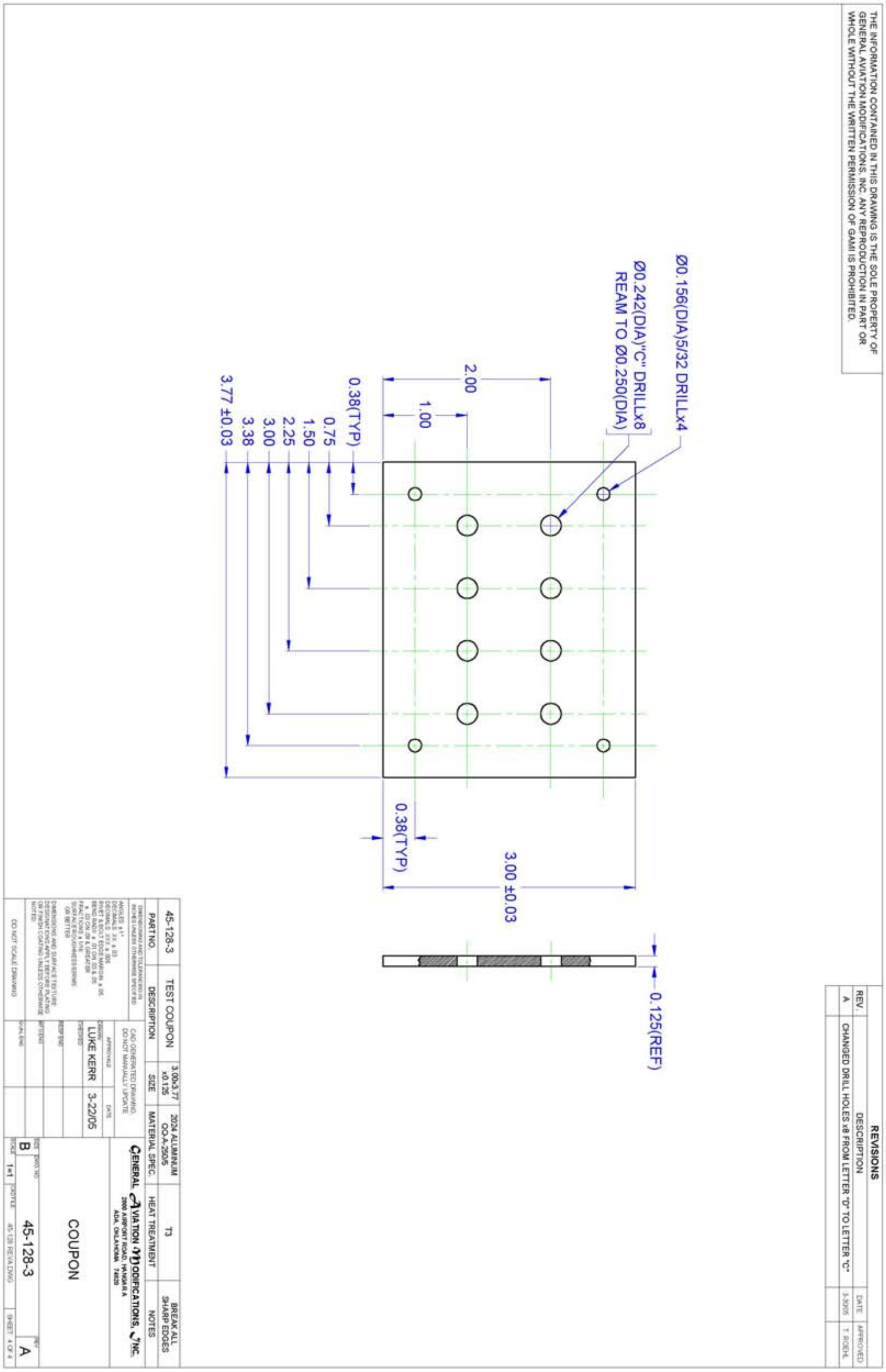
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF GENERAL AVIATION MODIFICATIONS, INC. ANY REPRODUCTION IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF GAMI IS PROHIBITED.
Ø0.156(DIA)5/32 DRILLx4
Ø0.242(DIA)"C" DRILLx8
REAM TO Ø0.250(DIA)
2.00
1.00
0.38(TYP)
0.75
1.50
2.25
3.00
3.38
3.77 ±0.03
0.38(TYP)
3.00 ±0.03
0.125(REF)
REVISIONS
REV.
DESCRIPTION
A
CHANGED DRILL HOLES x8 FROM LETTER "D" TO LETTER "C"
45-128-3
TEST COUPON
2024 ALUMINUM
T3
BREAK ALL SHARP EDGES
LUKE KERR
3-22/05
COUPON
45-128-3
A

Figure 4

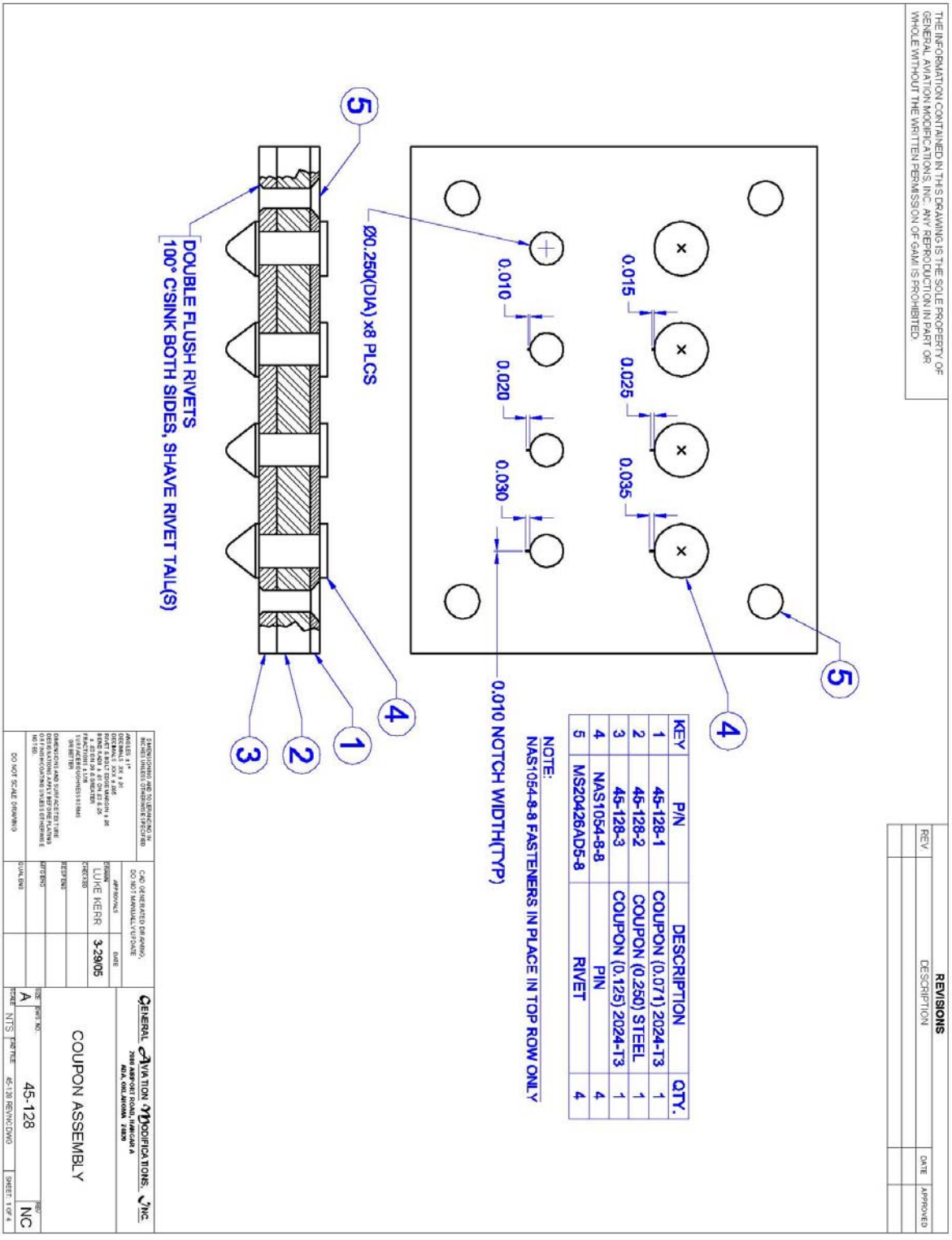
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF GENERAL AVIATION MODIFICATIONS, INC. ANY REPRODUCTION IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF GAMI IS PROHIBITED.
REVISIONS
REV
DESCRIPTION
DATE
APPROVED
KEY P/N DESCRIPTION QTY.
1 45-128-1 COUPON (0.071) 2024-T3 1
2 45-128-2 COUPON (0.250) STEEL 1
3 45-128-3 COUPON (0.125) 2024-T3 1
4 NAS1054-8-8 PIN 4
5 MS20426AD5-8 RIVET 4
NOTE:
NAS1054-8-8 FASTENERS IN PLACE IN TOP ROW ONLY
0.010 NOTCH WIDTH(TYP)
0.015
0.025
0.035
0.010
0.020
0.030
Ø0.250(DIA) x8 PLCS
DOUBLE FLUSH RIVETS
100° C'SINK BOTH SIDES, SHAVE RIVET TAIL(S)
1
2
3
4
5
DIMENSIONS ARE TO BE MACHINED IN INCHES UNLESS OTHERWISE SPECIFIED
ANGLES: ±1°
DECIMALS: .XX ± .01
.XXX ± .005
RIVET & BOLT EDGE MARGIN ≥ .06
HOLE LOCATION ≥ DIAMETER
FRACTIONS: ± 1/16
SURFACE FINISH: 63 RMS
OR BETTER
CHEMICAL AND SURFACE TREATMENT DESIGNATIONS APPLY BEFORE PLATING OR FINISHING UNLESS OTHERWISE NOTED
DO NOT SCALE DRAWING
CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE
APPROVALS
DESIGN
LUKE KERR
DATE
3-29/05
CHECKED
RELEASED
MFG ENG
QUALENG
GENERAL AVIATION MODIFICATIONS, INC.
7000 AIRPORT ROAD, HANGAR A
ADA, OKLAHOMA 74820
COUPON ASSEMBLY
SIZE
A
PART NO.
45-128
REV
NC
SCALE
NTS
FILE TYPE
45128 REVNC.DWG
SHEET 1 OF 4

Figure 5

Issued in Kansas City, Missouri, on March 5, 2007.
Kim Smith,
Manager, Small Airplane Directorate,
Aircraft Certification Service.

2007-06-04 EADS SOCATA: Amendment 39-14985; Docket No. FAA-2006-26231; Directorate Identifier 2006-CE-61-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 19, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model TBM 700 airplanes, serial numbers 1 through 268, and 270 through 327, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states reports of two fatigue failures of flap carriage rollpins that occurred on in-service airplanes.

Actions and Compliance

(e) Unless already done, do the following actions.

(1) Within the next 100 hours time-in-service (TIS) after April 19, 2007 (the effective date of this AD), inspect all flap inboard carriage rollpins for proper torque values and correct as necessary before further flight.

(2) Repeat these inspections thereafter at intervals not to exceed 100 hours TIS and correct as necessary before further flight after the inspection in which a correction is necessary.

(3) Accomplish these actions according to the instructions given in EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-122, Amendment 1, dated March 2006, or EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-122, Amendment 2, dated January 2007, and the applicable maintenance manual.

(4) If both flap inboard carriages have been replaced following EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-138, dated March 2006, no further action is required. Make an entry in the logbook to show compliance with this AD.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, Small Airplane Directorate, ATTN: Albert J. Mercado, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI Direction générale de l'aviation civile AD No. F-2005-017, Issue date: January 19, 2005, for related information.

Material Incorporated by Reference

(i) You must use EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-122, Amendment 1, dated March 2006, or EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-122, Amendment 2, dated January 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact EADS SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France; telephone: 33 (0)5 62 41 73 00; fax: 33 (0)5 62 41 76 54; or SOCATA AIRCRAFT, INC., North Perry Airport, 7501 South Airport Rd., Pembroke Pines, FL 33023; telephone: (954) 893-1400; fax: (954) 964-4141.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on March 6, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-4383 Filed 3-14-07; 8:45 am]

2007-06-06 B-N Group Ltd: Amendment 39-14987; Docket No. FAA-2006-26401; Directorate Identifier 2006-CE-72-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 20, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to B-N Group Ltd BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R Series (all individual models included in Type Certificate Data Sheet (TCDS) A17EU, Revision 16, dated December 9, 2002), and BN-2A-Mklll Trislander Series (all individual models included in TCDS A29EU, Revision 4, dated December 9, 2002) airplanes, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states:

* * * incidences have been reported to Britten-Norman Aircraft Ltd. where cracks have been found in the inner shell of the pitot/static pressure heads. If not corrected this could result in incorrect readings on the pressure instrumentation, e.g. altimeters, vertical speed indicators (rate-of-climb) and airspeed indicators.

Actions and Compliance

(e) Unless already done, do the following actions in accordance with Britten-Norman Service Bulletin Number SB 310, Issue 2, dated March 1, 2006:

(1) Within the next 60 days after the effective date of this AD, perform the inspection procedure and the leak test procedure as detailed in Section 6 Action, of Britten-Norman Service Bulletin Number SB 310, Issue 2, dated March 1, 2006. Repeat this inspection procedure and the leak test procedure at intervals not to exceed 500 hours time-in-service (TIS).

(2) In addition, within 500 hours after the initial inspection, perform an initial inspection of the drain traps for moisture. Repeat this inspection at intervals not to exceed 500 hours TIS.

(3) Before further flight, after any inspection or procedure required by this AD, correct, modify, or replace, as specified in the service information.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: This AD references the service bulletin as Britten-Norman Service Bulletin Number SB 310, Issue 2, dated March 1, 2006; and the MCAI references the service bulletin as B-N Service Bulletin 310 Issue 2.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Taylor B. Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; facsimile: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to MCAI European Aviation Safety Agency (EASA), AD No.: 2006-0143, dated May 30, 2006; and Britten-Norman Service Bulletin SB 310, Issue 2, dated March 1, 2006, for related information.

Material Incorporated by Reference

You must use Britten-Norman Service Bulletin Number SB 310, Issue 2, dated March 1, 2006 to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Britten-Norman Aircraft Limited, Bembridge Airport, Isle of Wight, United Kingdom, PO35 5PR.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on March 6, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-4729 Filed 3-15-07; 8:45 am]

2007-06-07 Raytheon Aircraft Company: Amendment 39-14988; Docket No. FAA-2006-25739; Directorate Identifier 2006-CE-46-AD.

Effective Date

(a) This AD becomes effective on April 19, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Models 58 and G58 airplanes, serial numbers TH-2097 through TH-2150, with optional propeller unfeathering accumulators installed, that are certificated in any category.

Unsafe Condition

(d) This AD results from several reports on the affected airplanes of chafing damage on the left propeller accumulator oil tube assembly. This includes an in-flight oil leak from the left engine on a Raytheon Aircraft Company Model G58 airplane. We are issuing this AD to detect, correct, and prevent any chafing damage of the left propeller accumulator oil tube assembly, which could result in loss of engine oil. Loss of engine oil may lead to fire or smoke in the engine compartment, inability to unfeather the propeller, engine damage, or loss of engine power.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect the left propeller accumulator oil tube assembly for chafing.	*For airplanes that have not had a 100-hour time-in-service (TIS) inspection or the inspection following Raytheon Safety Communiqué No. 271, dated May 2006:* Within the next 25 hours TIS after April 19, 2007 (the effective date of this AD). *For airplanes that have had a 100-hour TIS inspection or the inspection following Raytheon Safety Communiqué No. 271, dated May 2006:* Within the next 50 hours TIS after April 19, 2007 (the effective date of this AD).	Follow Raytheon Aircraft Company Mandatory Service Bulletin No. SB 61-3806, issued: August 2006.

(2) If any chafing is found in the inspection required by paragraph (e)(1) of this AD, replace the propeller accumulator oil tube assembly.	Before further flight after the inspection required by paragraph (e)(1) of this AD.	Follow Raytheon Aircraft Company Mandatory Service Bulletin No. SB 61-3806, issued: August 2006.
(3) Reposition and secure with clamps the left manifold pressure hose and its metal identification tags to ensure clearance between it and all tubes, hoses, electrical wires, parts, components, and structure.	Before further flight after the inspection or replacement required in paragraphs (e)(1) and (e)(2) of this AD.	Follow Raytheon Aircraft Company Mandatory Service Bulletin No. SB 61-3806, issued: August 2006.

Material Incorporated by Reference

(f) You must use Raytheon Aircraft Company Mandatory Service Bulletin No. SB 61-3806, issued: August 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on March 7, 2007.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-4523 Filed 3-14-07; 8:45 am]

2007-06-08 Przedsiebiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko": Amendment 39-14989; Docket No. FAA-2006-26497; Directorate Identifier 2006-CE-082-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 19, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model SZD-50-3 "Puchacz" Gliders, all serial numbers, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states:

Some cases of turnbuckle adjusting screws fatigue failure have occurred, due to lateral load component applied by pilot's foot. Such events may lead to rudder and pedals disconnection.

Actions and Compliance

(e) Unless already done, within the next 3 calendar months after April 19, 2007 (the effective date of this AD), install the extra pull rod between the rear pedals and turnbuckle adjusting screws following Allstar PZL Glider Sp. Z o.o. Mandatory Service Bulletin No. BE-057/SZD-50-3/2006 "PUCHACZ", dated October 16, 2006, except as specified in paragraphs (e)(1) through (e)(4) of this AD. For owners/operators that have installed an additional short cable between the rear seat pedal and turnbuckle prior to Allstar PZL's issuance of Mandatory Service Bulletin No. BE-057/SZD-50-3/2006 "PUCHACZ", dated October 16, 2006, this additional short cable assembly must comply with the requirements of Allstar PZL Glider Sp. Z o.o. Mandatory Service Bulletin No. BE-057/SZD-50-3/2006 "PUCHACZ", dated October 16, 2006. Upon completion, a logbook entry is required.

(1) Paragraph 1 of Allstar PZL Glider Sp. Z o.o. Mandatory Service Bulletin No. BE-057/SZD-50-3/2006 "PUCHACZ", dated October 16, 2006, describes the dimension length of the extra segment pull rod to be 140 mm. Modify this to read: "140 mm (5.5118 inches)."

(2) Paragraph 4 of Allstar PZL Glider Sp. Z o.o. Mandatory Service Bulletin No. BE-057/SZD-50-3/2006 "PUCHACZ", dated October 16, 2006, describes the dimensions of the short pull rod to be 3 mm diameter core and approximately 140 mm. Modify this to read: "3 mm (0.1181 inch) and 140 mm (5.5118 inches)."

(3) Paragraph 4.4 of Allstar PZL Glider Sp. Z o.o. Mandatory Service Bulletin No. BE-057/SZD-50-3/2006 "PUCHACZ", dated October 16, 2006, describes a 1 mm diameter cotter pin. Modify this to read: "1 mm (0.03937 inch)."

(4) Paragraph 5 of Allstar PZL Glider Sp. Z o.o. Mandatory Service Bulletin No. BE-057/SZD-50-3/2006 "PUCHACZ", dated October 16, 2006, reads, "The parts necessary for modification are available at Allstar PZL Glider, or substitute aircraft parts may be used–capable to withstand a load of 6100N at minimum." Change this to read: "The parts necessary for modification are available at Allstar PZL Glider, or substitute aircraft parts may be used–capable to withstand a load of 6100N (1,372 lbs) at minimum. If a substitute part is used, the hole diameter specified in Figure 1 of the service bulletin as `[Oslash] 6 Hg' means a 6 mm (0.2362 inch) diameter hole with a dimensional tolerance of +0.03 mm (+0.0012 inch). Contact the manufacturer for further details."

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: Paragraphs (e)(1) through (e)(4) of this AD have been added to clarify certain procedures in the service bulletin.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Gregory Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et.seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Material Incorporated by Reference

(g) You must use Allstar PZL Glider Sp. Z o.o. Mandatory Service Bulletin No. BE-057/SZD-50-3/2006 "PUCHACZ", dated October 16, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact AllStar PZL Glider Sp. zo.o., ul. Cieszy[nacute]ska 325, 43 300 Bielsko-Biala; telephone: +48 (0)33 8125021; fax: +48 (0)33 8123739; e-mail: office@szd.com.pl.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on March 7, 2007.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-4541 Filed 3-14-07; 8:45 am]

2007-06-11 EADS SOCATA Model TBM 700 Airplanes: Amendment 39-14992; Docket No. FAA-2006-26166; Directorate Identifier 2006-CE-58-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 20, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to SOCATA TBM 700 airplanes, serial numbers 1 through 308, plus the serial number 310, certificated in any category.

Note 1: This AD does not apply to airplanes in which both modifications No. MOD70-127-55 and MOD70-129-53 have been factory installed.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states that:
Cracks on a vertical stabilizer attachment fitting due to corrosion have been found on an aircraft in service.

Actions and Compliance

(e) Unless already done, do the following actions.
(1) Within the next 600 hours time-in-service (TIS) or the next 12 months, whichever occurs first, after the effective date of this AD, inspect the vertical stabilizer attachment fittings and bolts for cracks or corrosion, and, if necessary, repair or replace the damaged part and then apply a corrosion protection reinforcement, following EADS SOCATA Service Bulletin SB 70-104, Amendment 1, dated August 2004 or EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-104, Amendment 2, dated January 2007.
(2) Repeat the actions of paragraph (e)(1) every 1,200 hours TIS or every 24 months, whichever occurs first, following EADS SOCATA Service Bulletin SB 70-104, Amendment 1, dated August 2004 or EADS SOCATA Service Bulletin SB 70-104, Amendment 2, dated January 2007.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: This AD permits Amendment 2 of the SB to be used.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Albert J. Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to Direction generale de l'aviation civile (DGAC) AD No F-2003-366 R1, dated November 24, 2004; EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-104, Amendment 1, dated August 2004; and EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-104, Amendment 2, dated January 2007 for related information.

Material Incorporated by Reference

(h) You must use EADS SOCATA TBM Aircraft Mandatory Service Bulletin No. SB 70-104, Amendment 1, dated August 2004, or EADS SOCATA TBM Aircraft Mandatory Service Bulletin No. SB 70-104, Amendment 2, dated January 2007 to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(3) For service information identified in this AD, contact EADS SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France.

(4) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

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David R. Showers,
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